

To-day's
Advertisements.

BIJOU THEATRE.

RECLAMATION GROUND, WEST POINT.

TO-NIGHT

(THURSDAY), 2nd February, 1899,
Fifth Representation

OUR GIGANTIC OPENING BILL.

THE SHIP ON FIRE.

THE STORM AT SEA.

THE BOTTOM OF THE OCEAN.

SATURDAY, 4th February, 1899.

First Grand Family MATINEE at 4 P.M.

Children half-price to all parts except Boxes and Gallery.

PRICES.

Boxes to hold Six \$15.00

Reserved Seats 2.00

Unreserved Seats 1.00

Gallery (for Chinese only) 50

N.B.—To avoid the crush at the Ticket

Office at nights intending patrons are earnestly

requested to book their seats in advance at the

ROBINSON PIANO CO.

Doors open 8 P.M. Overture at 8 sharp.

BAR BY THOMAS' GRILL ROOMS.

Hongkong, 2nd February, 1899. [118a]

QUEEN'S COLLEGE.

HIS Excellency, the Governor, Sir HENRY

A. BLAKE, G.C.M.G., will preside at the

PRIZE DISTRIBUTION at the above

GOVERNMENT INSTITUTION, TO-MORROW,

the 3rd instant, at NOON.

The attendance of all interested in Education

is cordially invited.

GEO. H. BATESON WRIGHT, D.D.,

Head Master.

Hongkong, 2nd February, 1899. [157a]

WANTED AN ASSISTANT ENGINEER

for service in H.M. Dredger "ST.

ENOCH" at Wei-hai-wei.

Apply, stating qualifications and pay re-

quired, to the

"CHIEF ENGINEER,"

H.M. NAVAL YARD,

Hongkong.

Hongkong, 2nd February, 1899. [160a]

RACE BOOKS FOR SALE.

PROGRAMME OF THE HONGKONG JOCKEY

CLUB RACE MEETING, 1899, with lists

of Entries, Winners, and Stables entered, and

Memoranda pages, carefully compiled (in book

form).

The only edition of the RACE BOOK recog-

nised by, and published under the direction of,

the Stewards of the Jockey Club, is issued by

the Undersigned.

No edition reliable unless bearing the im-

print of "NORONHA & Co."

PRICES.

Cloth \$1.50 each.

Paper 50

NORONHA & Co.

Hongkong, 2nd February, 1899. [159a]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

SVATOW.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the

above Ports, TO-MORROW, the 3rd instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAIRDALE & Co.,

General Managers.

Hongkong, 2nd February, 1899. [161a]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"FOOCHOW,"

Captain Smale, will be despatched as above

TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 2nd February, 1899. [156a]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Chartered Steamship

"TAICHOW,"

Captain Primrose, will be despatched for the

above Ports, on SATURDAY, the 4th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAIRDALE & Co.,

General Managers.

Hongkong, 2nd February, 1899. [158a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"PATHAN,"

will be despatched as above on MONDAY,

the 6th February.

S.S. "SIKH" About 24th Feb., 1899.

S.S. "ARGYL" 11th Mar., 1899.

S.S. "MACDUFF" 31st Mar., 1899.

S.S. "GHAEZE" 15th April, 1899.

For Freight or Passage, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 2nd January, 1899. [147i]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully, to APPEAL to the Residents of

Hongkong and the Port, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts, made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Banks for the Children of the Poor Schools,

who are taught by the Sisters.

Hongkong, 22nd April, 1899. [149]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,
Red Capsule \$14.40C.—FINE, OLD VINTAGE, sup-
erior quality, Black
Seal Capsule 16.20D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottled) 20.40Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too fav-urably
known to need comment.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 2, 1899.

REUTER'S TELEGRAMS.

THE DREYFUS AFFAIR.

LONDON, January 31st.

The Dreyfus Bill has been introduced in the
Chamber and referred to a Committee. M.
Dupuy has undertaken to submit M. Mareau's
report to a Committee.

MR. BALFOUR ON AFFAIRS.

Mr. Balfour speaking at Manchester said he
was convinced that strength and efficiency of
British armaments constituted the best security
for universal peace. He regarded the good
understanding established with the United
States as the surest guarantee for the future of
civilization throughout the world.

THE LIBERAL PARTY.

The Liberal Party will meet on the 7th
instant to elect a leader. Mr. Campbell Ban-
nerman's election is regarded as assured.

WEATHER REPORT.

The Observatory report says:—On the 2nd
at 11.50 a.m. The barometer has fallen in the
North, and remains steady in the South. A
low pressure area seems to be advancing East-
wards in N. China, and pressure is highest in
W. China. Gradients slight on the coast,
moderate with strong monsoon in the N. part
of the China Sea. Forecast: moderate N.
winds; cloudy.

LOCAL AND GENERAL.

A FOOTBALL match was played between the
Queen's and St. Joseph's College, the latter
won by 3 to nil.H.M.S. *Undaunted* made a capital run down
from Wei-hai-wei, averaging a speed of 15.6
knots on the passage.At the February auction of opium held at
Calcutta yesterday Patna fetched Rs. 1,154,
Old Benares Rs. 1,159, and New Benares
Rs. 1,165.ASHES, supposed to be those of Julius Cæsar,
were unearthed at the base of a column in the
Roman Forum. The column marked the spot
where Cæsar's body was cremated.The Norwegian steamer *Trym* arrived this
afternoon in tow of the Blue Funnel liner
Antenor having been picked up, with her tall
shaft broken, to the westward of the Paracels.ONE of the largest forests in the world stands
on ice. It is situated between Ural and Gkhorah
Sea. A well was recently dug in that region,
when it was found that at a depth of 350 feet
the ground was still frozen.An epidemic of shop-lifting has broken out in
New York; no fewer than four ladies, wives
of clergymen, were arrested during a single
week, in a Sixth-avenue shop, on charges of
this description; while another well-to-do
woman, who had not the proverbial excuse of
the poverty of a minister's family took a bottle

of perfume.

THE Chinaman who was injured by falling
in endeavouring to escape from the police by
climbing down a spout on the occasion of the
raid on a gaming house the other night had
died and an inquest was held this morning.HALL Caine expects to receive for his new
novel, *The Drunkard*, a larger price than has
ever before been paid for a work of fiction.
The English and American rights to *The
Christian*, it may be remembered, netted him
\$50,000.As the Royal Welsh Fusiliers cannot get up an
eleven to play the Hongkong Cricket Club on
Saturday, there will be a pick-up game, com-
mencing at 11.30 a.m. Names should be en-
tered on list at Cricket Ground before Friday
at 4.30 p.m.THE Royal Hongkong Yacht Club inform us
that the R.E. Race No. 1 will be resailed on
Sunday next, course 10 miles, from Meyer's
cable buoy, Channel Rocks, Kowloon Rock,
Meyer's buoy and Channel Rocks, all to port,
start 2.15 p.m.At the meeting of the Sanitary Board this
afternoon a discussion took place on the
report of the Colonial Veterinary Surgeon for
1898, and a resolution was passed supporting
the suggestions made by Mr. Ladd's in this and
in previous reports.THE "Trust" system in the United States is
only some 12 years old, yet these rings now
control half of the industrial capital of the
country. There are 172 "trusts" and their
aggregate capital is close on three and-a-half
thousand million dollars.SUCCESSFUL experiments have been made with
an invention of an Austrian naval engineer for
stopping vessels under way. The inventor
claims that by the use of his apparatus the way
of a steamer going at full speed can be in-
stantaneously checked.LORD VOLESELEY, addressing the volunteers
at a prize distribution in St. James's Hall, said
the officers engaged in the Sudan campaign
all agreed as to the extraordinary power and
accuracy of the long-range rifle, the effects of
which were the great feature of the battle.MR. CHAMBERLAIN'S speech at Wakefield
gave great satisfaction in Berlin and Vienna—
especially his references to the desirability of
friendly understandings being arrived at be-
tween Great Britain and Germany, and Great
Britain and Russia. The newspaper campaign
against England, which raged for so long in the
Berlin journals, is at an end.D'Arcy's Marionettes gave another performance
of "Robinson Crusoe" last night and the
house was once more crowded, by five minutes
after nine even standing room being unobtain-
able. We can confidently recommend this very
clever show to our readers and would call
attention to the matinee to be given at 4 p.m.
on Saturday next, to which children will be
admitted at half price.THE mortality returns for the Colony of Hong-
kong for the week ended January 14th show a
death rate of 13.5 against 14.2 for the previous
week and 18.3 for the corresponding week last
year. The rate for the following week was
14.4 against 14.7 for the corresponding week
last year. The returns for Macao show 35
deaths for the week ended December 25th, 51
for the week ended January 15th, and 43 for
the week ended January 22nd.LORD Kitchener of Khartoum is engaged to be
married to Marie Evelyn, a daughter of the
Hon. Mrs. Richard Mereton, whose husband
was controller of the household of the Marquis
of Lorne and H. R. H. the Princess Louise,
when they were in Canada. The bride-elect
enjoys a large personal fortune which came to
her from her mother's father, Thomas Rallis,
of Bedford Square. As a child she played in
the woods at Rideau Hall, Ottawa, and she is
now described as possessing more than an
ordinary share of good looks.

FOOTBALL.

HONGKONG F. C. v. H.M.S. "POWERFUL."

Another victory was added to the Hongkong
Football Club's list yesterday, on the Happy
Valley, by the team that met an eleven from
H.M.S. *Powerful*. Although the home team
left the field winners, it will sound paradoxical
when we say they did not win; at least, it was
not through their efforts they won. It hap-
pened in this way—the ball was placed for Le-
verton to make a kick from goal; he made the
kick, but the ball struck White, the back, and
rebounded off him into the net, so, in re-
ality, the Naval team won the game for the
club. However the goal might have been ob-
tained, the club team deserved the victory,
for its members played much the better
game, and several times were within an
ace of scoring, but the *Powerful's* defence
was strong and could not be broken
through. The team advertised to turn out for
the Club was at the last moment, altered, one
noticeable change being that Rutland, of
H.M.S. *Victorious*, was requested as
centre forward, and right well he filled
the position. Danby, Howard, Kew, and
Looker did exceedingly well, and Pinckney
also put in a lot of work; but it was
his day out in giving corners, ceding no less
than four. Fortunately for the Club, the sailors
were unable to score off either F. H. Kew was
safe under the bar, and so was Leverton, the
opposing goalkeeper. For the *Powerful*, Piele,
Ogilby, Christmas, and Leath, were the pick
on the day's play. It was a pity to see at one
stage of the game an element of roughness in-
troduced by some of the Naval players. One of
them in his excitement even drew back his arm to
strike one of the Club players. Such acts are
severely put down by the referee. For that
kind of thing he has in his power to order the
man off, or to even stop the game. The teams
were as under—

(HONGKONG F.C.)

F. H. Kew.

Hanson, Pinckney.

Mayson, Kew, Howard.

Lowe, Looker, Rutland, Hancock, Danby.

Heaps, Leather, Wile, Piele, Christmas.

Field, Oliphant, Johnson.

Rice, Leverton.

(H.M.S. "Powerful.")

THE HON. JOHN BARRETT ON THE
"PHILIPPINE AND FAR EASTERN
QUESTION."A large and representative audience as-
sembled in St. Andrews Hall yesterday after-
noon to listen to an address by the Hon. John
Barrett late United States Minister to Siam, on
"The Situation in the Far East, as affected by
the results of the late War," delivered at the
request of the Old Volume Society. Mr.
Barrett was asked to speak in Hongkong while
passing through en route home after an
extended stay in the Philippines and a
special trip North through China and Japan.
Among those present were Sir John and
Lady Carrington, Admiral and Miss Holland,
Colonel and Mrs. Ewart, Consul General Wil-
man, Consul La Roux, Capt. Hastings, R.N.,
Capt. Ramsey, R.N., Capt. Slade, Lieut. Hobson,
U.S.N., Mr. Thos. Jackson, Mr. Granville Sharp,
Mr. and Mrs. Ritchie, Mr. and Mrs. E. Robin-
son, Mr. Mrs. and Miss Lloyd, Mr. D. Gillies,
and many other prominent members of the
community.Mr. J. J. Francis, Q. C., presided. In in-
troducing the speaker he stated that Mr. Barrett
had served four years as American Minister
to Siam, during which time he had made a
careful study of Far Eastern questions. Since
leaving his post he had spent a considerable
time in Manila, besides visiting Japan and China,
and was in a position to speak authoritatively
on what would be the effect of America's entry into
Far Eastern politics.Mr. Barrett said:—
Mr. Chairman, Members of the Hongkong
Old Volume Society, Ladies and Gentlemen.
After having accepted and faithfully striven
to comply with the invitation of the Oriental
Society of Japan, and the General Chamber of
Commerce of Shanghai to address them on the
Philippines and kindred subjects, it was my
firm intention to speak no more in public,
until reaching England and America, where I
must fill engagements made long ago. When,
however, on arrival in Hongkong, en route home
via India, I was unexpectedly honored by the
special request of the Old Volume Society to
discuss the situation in the Far East, as affected
by the results of the late War, I felt it my duty
into consideration the standing and prominence
of the organisation, its distinguished mem-
bership and patronage, and the vast interest which
Hongkong as the chief port, not only of the
Orient, but of the entire Pacific, has at
stake in the future adjustment, possibly
readjustment—of international, commercial,
and political relations in the Far East. I
shall make no effort at oratory whatever, but
confine myself to a plain enumeration of facts.
While my humble opinions may have limited
value, and my knowledge of any general
Asian subject may be considered compared
to the wisdom and experience of many of my
hearers, it is barely possible, that having been
a close observer of, and to a small degree a
participant in, the remarkable train of incidents
and events of the last eight months, supported
by a zealous study of Oriental conditions during
the past six years, I may be able to interest
you for a few minutes, and so execute my re-
sponsible commission of the evening.TREATY RATIFICATION.
The task imposed upon me is not an easy
one. The subject is still speculative. We
do not yet know absolutely what are the actual
results of the war. The Treaty of Peace upon
which their complete definition depends is not
yet ratified. As all of you may not be
entirely familiar with the requirements of the
American Constitution in the matter of treaties
I would beg to explain that the power of mak-
ing and negotiating treaties rests in the hands
of the President and of the Senate, the upper
house of our national congress. The President,
through his duly appointed representatives,
can draw up the document and sign it, but it
is always subject to the approval of the Senate.
But even then the road to ratification is not
smooth. A two-thirds majority is required to
pass the Treaty. At present there are eighty-
eight Senators, or two each for the forty-four
States. If then, thirty only of these eighty-
eight vote against ratification, the Treaty is sent
back to the President and must be revised on
lines usually recommended by the Senate.I am hopeful of the result on Monday when
the first vote will be taken, according to Reuter.
But there is danger of defeat with the opposition
training every nerve to secure the necessary
vote. Yet I remember that when the
proposed Arbitration Treaty between the
United States and Great Britain failed for
ratification, a few years ago, a large majority
of the Senate was actually in its favour. Lest it
might seem a serious defect in the American
system of government that treaties can so easily
fail of ratification, I would add that, on the
other hand, it is an effectual safeguard against
the hasty passing or rushing through of treaties
that might eventually be most harmful, or dis-
graceful, promoted by some party that at the
moment was in power.If you should ask what will happen in the
event of the Treaty not being ratified it could
be answered that the negotiations as just in-
timated would be reopened with Spain on lines
which it was known would be approved by the
necessary two-thirds majority.
Although this situation first concerns
America, as it deeply affects her future
history and the policy of her government, it
is of grave importance to Great Britain,
Germany, France, Russia, Japan and other
nations possessing large commercial and
political interests in the Pacific and the Far
East. Right here, in Hongkong, you have
every reason to be discussing what will
be the outcome. First as the leading commercial
entrepreneur of the Far East; second, as the
great outpost of the British Empire beyond
India; and third, as the principal port of com-
munication with the Philippines, and as their
nearest important neighbour, with only six
miles separating us from a seemingly inter-
vening, and doing a business with Indo China,
is counted in millions of dollars, Hongkong
naturally can claim that she is vitally con-
cerned.BRITAIN'S INTERESTS SECOND TO AMERICA'S.
What, moreover, with the Philippines con-
trolling the main route to the north after
passing the Straits of Malacca, with their
extended position along the east side of the
South China Sea for over seven hundred
miles from Borneo north and directly op-
posite the French possessions of Indo China,
with their location at what, as it were, the
direct routes from Australia to China, and
with their general situation in easy steaming
radius of all important points from Yokohama
to Batavia, what, I say, with this remarkable
position in Manila on the map of Asia, Hong-
kong, as an integral part of the British Empire,
has interests at stake second only to those of
the United States. Were it not that possibly
the whole future foreign policy of the United
States depends on her solution of the Philippine
question, I should say that the interests of
Great Britain in the disposal of government of
the Islands were greater than those of all other
nations combined. If in addition to the strategic
position of the Philippines in relation to the
discomfit parts of the British Empire, it is re-
membered that the major portion of the foreign
trade of Manila, Iloilo, Cebu and other lesser
ports of the Islands is owned and controlled by
Americans, the meaning of what I say may
be more readily appreciated. To fasten this
thought in your minds, let me call your passing
attention to the fact that the two leading Englishhouses in Manila, during the sixteen months
from January 1897 to April 1898, paid more in
Customs duties than the fourteen Swiss, and
German houses combined. To be more
specific, nine German firms paid duties amount-
ing approximately to \$547,000; five Swiss
\$736,000; and nine British \$3,365,000; while
one British firm paid \$752,000, or greater than
the nine German firms combined. These
figures are not given for the purpose of belittling
German and Swiss interests; but simply as a
statement of fact. In the same connection I
am compelled to admit that the business of
American houses cuts little or no figure. The
future returns we hope will show that they
have successfully entered the field. Along
with the figures just quoted, if you bear in mind
that in a total foreign trade of over six million
dollars two thirds of it, or forty million dollars,
are owned by British houses, you see that you
cannot afford to forget that in the present
crisis it is not only the United States which
must have care for the future. By owning
the trade I do not necessarily mean that the
import and exports are directly to and from
Great Britain, but simply that they are handled
and controlled by British houses.

MANILA'S CENTRAL LOCATION.

But lest even yet I may not have brought
home to you with sufficient strength the concern
which Great Britain as a nation, and Hongkong
as part of that nation, must have in the dispo-
sition of the Philippines, and realising that in
addressing an audience largely British I must
remember that you are chiefly interested in
considering how your country and your com-
merce are affected by the late war, I would
emphasise the geographical situation of Manila
in its relation to the chief points of the Far
East and the Northern and Southern Pacific,
in comparison with Hongkong. Manila is a
hundred and fifty miles nearer Singapore,
and hence all points beyond in Burma,
India and Europe; two hundred miles nearer
Bangkok and points in the Gulf of Siam;
five hundred miles nearer Java; six hundred
and thirty miles nearer Australia; two
hundred and fifty miles nearer Honolulu and
the United States; the same distance to Yoko-
hama and nearly the same to Vladivostok,
and not much further to Shanghai, Kiaochow,
Port Arthur, Changhai, and other northern ports.
In other words, within a circle drawn with a
radius of one thousand eight hundred miles
with the centre halfway between Hongkong
and Manila, there would be more important
commercial points nearer Manila than Hong-
kong. Now all this does not prove that Manila
has any great advantages over Hongkong, nor
that she will ever surpass her in commercial
and political value, for there are numerous other
considerations that go to determine the impor-
tance of locality; but it does prove that she
is placed in an undeniably strong place for both
trade and strategic purposes, and that

ness, say, for a certain number of years, when, if necessary, as in Japan, it could be abrogated. I remember very well a long conversation with one of the most prominent Philippine leaders at Malolos, who, on my suggesting this possibility, said that he was confident such a system would be heartily approved by the Philippine leaders and people. With the experience of the past in other countries, numerous improvements and changes in its workings could be outlined in the necessary details. How long a period must pass before the Philippines could exercise such semi-independence would largely depend on their own efforts. The United States are not moved by a mere spirit of conquest in holding the islands; they have them and they cannot surrender them either to the natives or to any one else until convinced that they are taking the wisest course. The United States have assumed a mighty responsibility not only to themselves but to the natives, but to the world, in occupying the islands and they cannot return them to the former sovereignty, sell them to another power, or yield them to native rule, or assume formal permanent management until their course seems entirely justifiable and necessary.

I have said, and been quoted as saying, that America shall surrender control of the Philippines she will forever relegate herself to a secondary position in the Pacific. That I may be better understood I would explain that conclusion in this way: If the United States shrinks from the duty devolving upon her in the Philippines, surrenders all the advantages gained, and fails to improve the open and legitimate opportunities of the situation, and does not solve the problem as to possess at least an important naval station or base of commercial and strategic action and policy, such as Subic Bay, or other point equally good, she will be guilty of flagrant disregard of her best interests and in all probability fail to command the position in the Pacific, and Far East that she deserves, and to which she is now entitled.

NO IMPOSITION OF RULE.

The Philippines are wrong if they suppose that the people of the United States have intended or planned to impose any kind of rule on them; on the other hand it has been and is the intention of the President and people to give the Philippines that kind of administration which is best suited to them. No matter what may be the nature of existing telegrams sent over the wire either from the Philippines or the United States, it is best that both sides should remain cool headed and peaceably inclined until the coming commission shall have had time to have studied the situation carefully and reported in detail to the home government.

In all this discussion of what is wisest to be done the more free both natives and Americans can keep from prejudice the better. To say that this or the other must be done is foolish and provocative of trouble. Although I have been watching developments ever since last May, I must admit that at this very moment I am undecided in my own mind as to what is altogether best.

At one time one settlement seems eminently satisfactory and just; again the same seems equally unsatisfactory and unjust. It is only by weighing all considerations carefully to the balance as I trust the Commission will do that an honorable, righteous, and acceptable conclusion can be reached. In the meantime, let us hope that no spark will fire the powder mine and that the armed forces of both sides will be governed by wise restraint, and allow the higher authorities to settle with negotiations what might otherwise only be accomplished by great loss of life and vast expenditure of money.

DIFFERENT METHODS OF SETTLEMENT.

The various methods of settling the Philippine question might be described as follows: first, absolute American control administering the affairs of the islands as a colony or part of the United States; second, partial American control, giving the natives duties of administration as they can satisfactorily perform at once; third, sale to some other power of the islands; fourth, protectorate or autonomous rule; fifth, semi-independence or partial protectorate developing eventually into independence; sixth, independence with extra-territorial jurisdiction and the granting of a naval station to the United States. That which seems to me to commend itself the most highly I have already discussed.

The effect in the Far East should be much the same whether the United States governs the islands as a colony, or grants them autonomy with certain reserved rights. They will be open to commerce and trade and afford a wide field for development of resources as never before and hence exercise a quickening influence on the entire Far East. As to the matter of customs tariff and the open door, the chances of securing the latter might even be greater with an independent government than with exclusive American control, although I am satisfied that the United States will not intentionally adopt any policy prejudicial to foreign interests beyond the actual requirements of the situation, and it is even possible that the present treaty is ratified that all nations will have equal trade privileges for twelve years under the most-favoured-of-nations principle from the fact that Spain is given, for that period, equal rights in imports with the United States. To set argument at rest I might add that no definite understanding has yet been reached in regard to customs laws being continued in force the present system, and a new one shall be devised. It is a doubtful if any important change will be effected within a year. I have supreme confidence in the good judgement of President McKinley and believe that the greatest monument to his career as our President will yet be the happy settlement of the Philippine question.

Of the Philippines and their leaders I have already spoken in Tokio and Shanghai. For them I have more kind words than severe criticisms. If they are led by wise counsels and not carried away by the enthusiastic desire of the more excitable element, they will aid their own cause. Taking into consideration the entire history of their connection with the situation, I think they are entitled to a fair hearing in determining the future of the Philippines. Comparing them with other Asiatics of similar type, appearance, and habits, it can be said that the test is in their favour.

ADMIRAL DEWEY AND GENERAL OTIS.

It is my belief that Admiral Dewey and General Otis are doing all in their power to conduct affairs to a successful conclusion and, considering all the difficulties of the situation, are entitled to whatever credit is given them. I am also of the opinion that it is the sincere desire of General Aguinaldo to avoid a conflict. He is a man of discretion, no matter what may be said against him and he realizes fully the hopelessness of an actual war with the Americans. His followers will exercise equal restraint, the difficulties of the hour will be lessened.

In judging this whole Philippine question, I would appeal to all Britishers whose country is skilled and experienced in the art of colonizing and managing alien races; to mingle the criticisms of America's policy and men with charity, and remember that we are striving to do the best we can under most trying conditions. While we think that we have the best form of Government for the United States we admit that it was never planned with reference to present conditions and hence we are confronted with the gravest problems that can only be solved after long study. We entertain deep

respect for Britain's wonderful record as a colonizing power and if we shall launch out in similar lines we will have much to learn from her and may, even find it necessary to loan some of her distinguished colonial agents to assist us in our labours. Not that we have not men of quality and integrity but that they lack actual experience in governing Asiatics.

KIND WORD FOR SIAM.

Before concluding I wish to speak a kind word for Siam. With Bangkok only 1,250 miles away and connected with Hongkong by a regular line of steamers, there is a certain amount of local interest in this wonderful Kingdom of South Eastern Asia that should not be allowed to flag. Having a population of 8,000,000, an extent of over 200,000 square miles, vast areas of fertile and productive lands, an annual foreign trade of \$30,000,000 of which Great Britain controls four-fifths, a King of acknowledged ability who is earnestly trying to lead his people to a higher plane, and a people well disposed to foreigners even if they have centuries of tropical life, and a growing capital city, Bangkok, of 400,000 population which is at once one of the busiest and yet most typical Asiatic cities Siam indeed has a bright future provided only she takes advantage of the opportunities afforded her to progress, and Great Britain does not desert her in her tribulations. Siam and her Government have numerous faults and weaknesses without need of my repeating them but they are not enough. It gives me pleasure to refer to her only in well disposed words.

HONGKONG'S FUTURE.

Of Hongkong, as one of Great Britain's notable colonies, I am moved sincerely with no sense of flattery to speak in complimentary terms. During the last five years it has been my privilege to pass through or visit it at frequent intervals. On each occasion I have noted improvement and extension. With the Kowloon district enlarged I see no reason why Hongkong should not become a great manufacturing as well as shipping and distributing centre. Add to that the proximity to the Philippines with their increasing trade exchanges and you have a bright future that the clouds of temporary dullness or slackness of business or trade cannot dim.

IN CONCLUSION.

In conclusion I have but a word to add. My address this afternoon has omitted much that I would have enjoyed discussing, but I have endeavoured not to cover the same ground in the main as my remarks at Tokio and Shanghai. If therefore I have failed to consider divisions of the subject that would have especially appealed to some of you I trust you will pardon my inability to be entirely comprehensive. Moreover, I repeat what I said at the beginning, I have made no effort at oratory or rhetoric but have contented myself with a plain talk on the situation. As for my opinions and views I do not claim that they are infallible but trust that they approximate the truth. I am still a student, not a professor of Asiatic peoples and politics. As you have honoured me by listening attentively to this address, I feel that I have had recompense for my efforts in the character of my audience.

The situation in the Far East as affected by the results of the late war is only commencing to unfold itself. May we hope and pray that as events follow one after the other with that marvellous rapidity of modern times, and as one nation works with or against another according as time and conditions demand, Great Britain and the United States may be always found contending harmoniously and intelligently together for the upbuilding of humanity's best interests and the legitimate extension of Anglo-Saxon liberty, progress, and civilization. I thank you.

VOTE OF THANKS.

Mr. Francis in proposing a vote of thanks to Mr. Barrett briefly reviewed the lecture and dwelt on the possible rivalry of Manila with Hongkong, remarking that the former was more advantageously situated and that it behoved us all, officials and unofficials, to do all in our power to maintain Hongkong in the position of pre-eminence it now occupied. Mr. Granville Sharp, in supporting the Chairman's proposal, made a brief speech, in the course of which he said that the chief result of the late war was the drawing together of the British and American nations which would be recorded as the principal event of the nineteenth century. This drawing together of the two nations made for peace on earth and good will to man, for now no other nations could fight without our permission.

THE GREATEST SEAPORT IN THE WORLD.

England's total customs revenue is £22,123,000, and of this London yields £9,650,000, or three times as much as Liverpool, six times as much as Bristol, eight times as much as Glasgow, and nine times as much as Belfast. In the imports London is easily first, but in exports she comes after Liverpool. Liverpool imports amount to £104,851,000, and those of London to £155,640,000. The exports from London are eighty-three millions, from Liverpool over ninety millions. London's principal import is wool, which amounts to eighteen out of twenty four millions' worth that annually reach us.

GREAT INDUSTRIAL ADVANCE.

Russian industry is making rapid progress:— Within the last few years cotton mills and factories have sprung up in all parts of the Empire. Where at one time they were content with Manchester goods, the German gradually crept in with the cheaper article, better adapted to Russian tastes and requirements. Presently their ambition rose above this, and they asked why they should not themselves become producers. Factories were started, English machinery imported, and English foremen and engineers placed in control. Then the English machinery was supplanted by the German, the machinery perhaps got out of order and the introduction of German machinery accompanied by American, naturally followed. By this time Russia had started schools for the training of a special class of engineers. These are known in Russia as "technicians." They are supplanting American, German, and English, in their own country, and are beginning to turn out machinery of their own design.

ALGERIA A FAILURE.

In the Mediterranean, almost at her door, France owns Algeria and Tunis. She has occupied the former for half a century, and during those fifty years she has tried every mode of administration. Algeria has everything in her favour: a grand climate, very similar to the climate of the Cape Colony; a most fertile land, industrious native races, none of the diseases so fatal to man and beast in South Africa; a twenty-four hour journey separates her from the mother-country. Yet Algeria has never been self-supporting, and depends to this day on the subsidies from the metropolis. Under British rule, Algeria would become, in less than five years' time, a most prosperous colony, and her trade with France alone would be more than doubled.

THE PROPOSED NEW MARKET AT TAIPINGSHAN.

In his report for the year 1898 Mr. Ladds, the Colonial Veterinary Surgeon, alluded to the proposed new market at Taipingshan, and in consequence Dr. Clarke was instructed by the Sanitary Board to ask him if he had received any official instruction from the Government on the matter, and if not what authority there was for the statement in his annual report.

In reply Mr. Ladds wrote that during the month of September last a letter was sent down to the Acting Registrar General by the Director of Public Works stating that he had been instructed by the Hon. the Colonial Secretary to enquire of the Acting Registrar what space would be required for the new Taipingshan market and giving the boundaries of the market as south by Market street, north by Kat Cheong lane, and East by East street. Mr. Ball having recorded his opinion passed the letter on to him, when he wrote to the Director of Public Works as follows:—"In answer to your query as to the space likely to be required in the new Taipingshan market, I should say that very small accommodation indeed would suffice, being of opinion that there would be little or no demand for shops or stalls in a market which would be so badly situated and so far away from the sea. It is, however, very difficult to say anything definite upon the subject at all, except that it is the most unsuitable site which could have been chosen as far as the market people (both buyers and sellers) are concerned." Mr. Ladds added, "The above statement is I think sufficient guarantee to warrant the reference made to the subject in my annual report for 1898."

The Vice-President (the Hon. F. H. May) minutes. "It seems odd to find the position of the site of a new market without reference to the Sanitary Board, which is chiefly responsible through its officers, for the management of the markets, and whose duty it is to devote special attention to all questions of food supply, which is one of the principal factors in the maintenance of the public health. I think we asked the Government before for information re the site of a new market to replace the existing Western Market. I should like to see the correspondence."

A long discussion took place at the meeting of the Sanitary Board this afternoon on the question, and ultimately, on the motion of the Hon. F. H. May, seconded by Mr. Dyer Ball, the following resolution was passed:—"The Board regrets to learn that it is contemplated to build a new western market on the resumed area at Taipingshan, and desires to place its views on the subject before His Excellency and the Government, if it is not too late for the Government to reconsider the matter."

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before Sir J. W. Carrington, Kt., C.M.G., Chief Justice, and a special jury.)

February 2nd.

A HOK T. E. R. BELLIOS.
In this case (adjudged from yesterday) A Hok, of 23, D'Almeida Street, contractor, sought to recover from the Hon. E. R. Bellios the sum of \$1,200, being the balance of money due for work done and materials provided by the plaintiff on a building belonging to the defendant which is known as "Beaconsfield," lately in the occupation of Messrs. Butterfield and Swire.

Mr. Pollock (Acting Attorney-General), instructed by Mr. H. L. Denny, appeared for the plaintiff, and Mr. Francis, Q. C. (instructed by Messrs. Wilkinson and Grist) for the defendant. The following composed the special jury:—Messrs. R. Marten (foreman), H. M. Mehta, J. S. Van Buren, Walter Potts, W. R. Loxley, W. Hutton Potts, and C. A. Tomes.

Plaintiff's case having been concluded, Mr. Francis opened for the defence, speaking at considerable length on the different issues placed before the jury. He contended that there was no contract made between the Public Works Department and A Hok on Mr. Bellios's behalf. They simply gave A Hok the order as their own contractor to go and do the work just the same as if it had been any other public building. A Hok accepted the order and supplied the materials and did the work. Eighty or ninety per cent. of the entire work was finished and materials supplied before A Hok heard that Mr. Bellios was responsible for the payment, therefore, he did not do the work either on the order of Mr. Bellios or relying upon him for payment, nor did he in his books debit Mr. Bellios for the work done and the goods supplied. The case for A Hok was that the Public Works Department had authority to contract with him for repairs and alterations to the building to which it did not claim that the Government were authorised to contract with him to the extent of \$6,000 or any reasonable amount over that. Mr. Chatham clearly admitted that the building could have been put in thorough repair in the ordinary sense with the same material and in the same fashion as it was originally built. They knew it had been repaired in a far superior manner. He contended that it was absolutely admitted that the repairs were carried out in an unnecessarily expensive manner. In conclusion Mr. Francis announced that he purposed calling Mr. Bellios and Mr. Danby as witnesses.

Mr. Bellios, in his evidence, said that Mr. Chatham never while the work was in progress informed him that he was making alterations other than those mentioned in Mr. Danby's report or that Mr. Danby's estimate would be exceeded.

The case was further adjourned.

FILIPINOS AT THE WHITE HOUSE.

THE CORTES BROTHERS EXPRESS THEIR SENTIMENT IN BEHALF OF ANNEXATION.

Don Maximo Cortes and Don Angel Cortes, Filipino brothers, saw the President on December 11th 1898, and expressed the hope that the Philippine Islands would be speedily annexed to the United States. They represented that "this was the unanimous desire of the better class of the Filipinos. They asserted positively that they and other Filipinos had contributed large sums to Aguinaldo on condition that he should fight for annexation alone."

The President heard their statements and remarked that the object of this government in its relation with the people of the Philippines was to do them only good.—*Washington Star.*

THE YELLOW DWARF.

Last evening the Amateur Dramatic Club gave another performance of their pantomime, at the Theatre Royal, before a large and appreciative audience. The performance was under the patronage of Sir Henry and Lady Blake and T.R.H. Prince and Princess Henry of Prussia were also present. The whole piece went with a capital swing and principals and chorus alike were heartily applauded, while the number of floral tributes that flew in at each successive performance amply demonstrates that the public are by no means tired of the pantomime. Last night what might have been a very serious accident occurred, a large block of wood falling from the flies and striking Mr. Skrimshire, the Knave of Hearts, upon the head, inflicting a rather nasty flesh wound. After a little patching however he very pluckily resumed his part and we doubt if many of the audience were aware of the seriousness of his mishap. The next performance takes place on Saturday next.

NOTANDA.

CALENDAR.

FEBRUARY.

Metecological means based on ten years' observations to 1893.
Barometer 29.818
Thermometer 80.1
Humidity 77
Rainfall 8.58

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 30.27 30.20
Thermometer 68 59
Humidity 62 50
Rainfall 58 50

TO-DAY.

Thursday, 2nd February, 1899.
Chinese—22nd of 12th moon of 25th year of Kwang-si.
High water—Morning 12hr. 53min.
Afternoon 12hr. 17min.
Low water—Morning 5hr. 47min.
Afternoon 5hr. 15min.

ANNIVERSARIES.

1872—The New German Club at Hongkong opened.
1882—Mr. Chater appointed Masonic District Grand Master of S. China.
1896—Sharp earthquakes in Japan.
1897—Venezuelan Arbitration Treaty signed.

TO-MORROW.

Friday, 3rd February, 1899.
Chinese—23rd of 12th moon of 25th year of Kwang-si.
High water—Morning 12hr. 45min.
Afternoon 12hr. 30min.
Low water—Morning 6hr. 35min.
Afternoon 6hr. 30min.

ANNIVERSARIES.

1830—Marquis of Salisbury born.
1896—Investigation opened at Pretoria into charges against Reform Committee.
1897—The s.s. *Sanku Maru* run down by a N. Y. K. S. S.; 50 lives lost.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Coromandel) 4th inst.
American (China) 5th inst.
Tacoma (Victoria) 5th inst.
Indian (Saitang) 6th inst.
German (Sachsen) 8th inst.
American (Doric) 8th inst.
Canadian (Empress of Japan) 21st inst.
American (Nippon Maru) 22nd inst.

THE Toyo Kisen Kaisha's steamer *Hongkong Maru*, left Yokohama (direct) for this port yesterday, the 1st inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan*, left Vancouver for Hongkong via usual ports of call on Tuesday afternoon, the 31st ultimo.

HONGKONG AND WHAMPOA DOCK RETURNS.
H.I.G.M.S. *Kaiser*... at Kowloon Dock.
H.I.G.M.S. *K. A. A.*... " "
Athenian... " "
Isle de Cuba... " "
Isle de Luzon... " "
Monmouthshire... " "
Decadilla... " "
St. Enoch... " "
Columbia... " "
Hut... " "
Empress of India... " "
D. Juan d'Austria... " Cosmopolitan
Daphne... " "
Pathan... " "
Loyal... " Aberdeen

SWATOW.

Arrivals. from Agents.
Jan. 31 Haiman... Amoy... J. M. & Co.
31 El Dorado... Wuhu... J. M. & Co.
31 Nanyang... Hongkong... J. M. & Co.
31 Whampoa... Shanghai... B. & S.
Feb. 1 Haiman... Amoy... J. M. & Co.
1 Cheangchew... Amoy... L.Y.S. & Co.
Departures for Agents.
Jan. 31 Neuchuang... Shanghai... B. & S.
Feb. 1 Kalgan... Shanghai... B. & S.
1 Whampoa... Hongkong... B. & S.
1 Haiman... Hongkong... J. M. & Co.
1 Nanyang... Amoy... J. M. & Co.
1 Hailan... Amoy... J. M. & Co.
1 El Dorado... Shanghai... J. M. & Co.
1 Cheangchew... Sport... L.Y.S. & Co.

IN PORT—HUMAN.

PASSED THE CANAL.
Outward—Jan. 3rd *Triste, Servia*; Jan. 6th *Glenagry, Silesia, Nerita*; Jan. 10th *Minclaus, St. Andrews, Eolus*; Jan. 13th *Liv, Hatching, Hansa, Huyen*; Jan. 17th *Benlarig, Formosa, Moyuna, Suetia, Sacken*; Jan. 20th *Calcedonia, Kontigberg*; Jan. 27th *Canton, Troid*.
Homeward—Jan. 27th *Ernest Simons, Sumatra, Marguis Baquetum, Prain*.

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the other giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—(Adv.)

Entertainment.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

Will give One more Performance of the PANTOMIME

"THE YELLOW DWARF,"

on SATURDAY, the 4th February, 1899, at 8.30 P.M.

(Under the Distinguished Patronage of Their Excellencies

SIR HENRY BLAKE, G.C.M.G., and LADY BLAKE);

Dress Circle \$3
Stalls 2
Pit 1

Half Price to Soldiers, Sailors and Police in uniform to the Pit.

The TICKET OFFICE is now OPEN and will continue Open Each Day from 10 A.M. to 4 P.M.

Late Trams to the Peak.

H. C. NICOLLE, Acting Manager.

Hongkong, 1st February, 1899. [81a]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY now occupied by the Bowington Saw Mills.

FLOORS in STANTON and ELGIN STREETS.

"BAHAR LODGE," No. 4, "HAFORD" TERRACE.

"HAFORD" MAGAZINE GAP. Comfortably furnished.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 31st January, 1899. [12]

Hotel.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [21]

Consignees.

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "GLENESK,"

having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 4th February, will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 11th February, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 30th January, 1899. [142a]

Intimations.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER, SMITHS, and OPTICIANS.

CHARTS and BOOKS, NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohne's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TENSHIN MARU	YOKOHAMA (DIRECT)	SATURDAY, 4th February, at 4 P.M.
FUTABA MARU	NAGASAKI, MOJI, KOBE and YOKOHAMA	TUESDAY, 7th February, at 4 P.M.
MIKE MARU	KOBE and YOKOHAMA	THURSDAY, 16th February, at 4 P.M.
TOSU MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 16th February, at 4 P.M.
SAGAMI MARU	SHANGHAI, CHEMULPO and NAGASAKI	FRIDAY, 17th February, at 4 P.M.
KAGOSHIMA MARU	SINGAPORE, COLOMBO and HOMBAY	TUESDAY, 21st February, at Noon.
KASUGA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th February, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

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A. S. MIHARA, Manager.

Hongkong, 2nd February, 1899.

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In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

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SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

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MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

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Crude, Semi-refined and Refined.

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Onoda Cement Company, Japan.
Kanehara Cotton Spinning Mill, Japan.
The Mikke Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896. [45]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship.

"CHINGTU."

Captain Moore, will be despatched as above on SATURDAY, the 4th February, at Noon.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th January, 1899. [104]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

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Captain Trotter, will be despatched as above on or about the 20th February.
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Hongkong, 6th January, 1899. [254]

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"KENMORE."

Captain Ellis, will be despatched for the above Port on or about the end of February.
For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 12th January, 1899. [104]

Shipping.

STEAMERS.

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THE Company's Steamship.

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Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 6th instant, at 3 P.M.
This Steamer has Superior Accommodation for First Class Passengers.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 1st February, 1899. [142]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"TANTALUS."

Captain Hannah, will be despatched as above on TUESDAY, the 7th February, at Noon.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th January, 1899. [129]

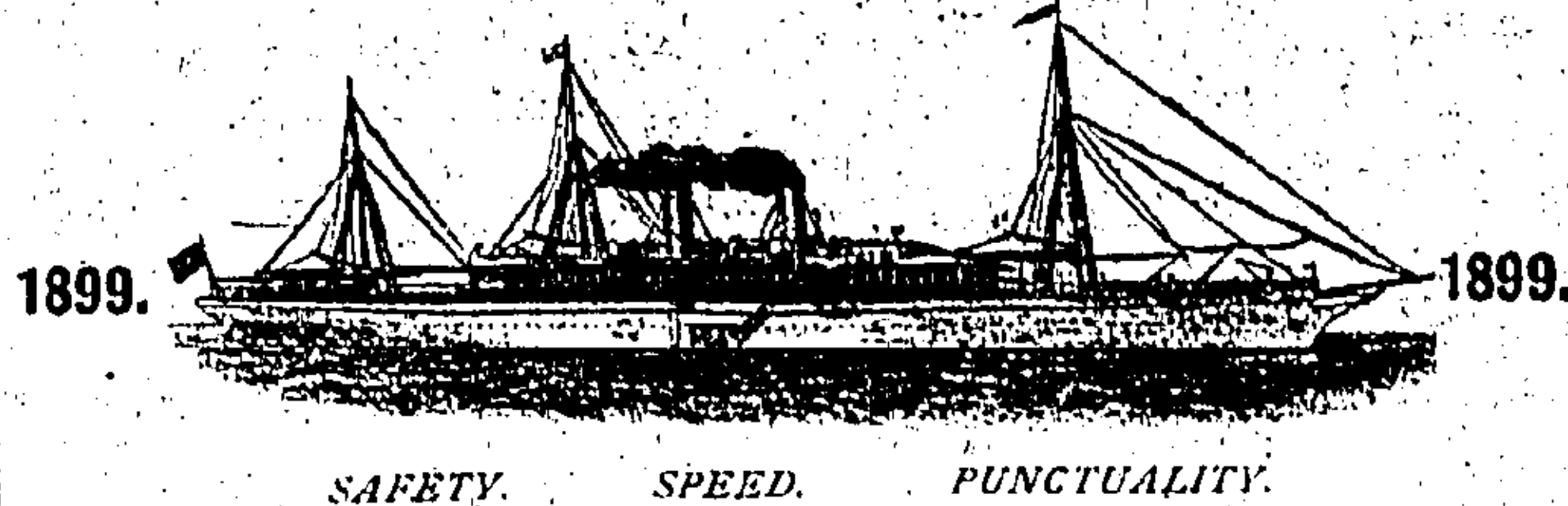
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched as above on TUESDAY, the 7th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 1st February, 1899. [152]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 15th Feb., 1899.
EMPRESS OF INDIA...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 15th Mar., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

THE Steamship
"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th December, 1898. [131]

EYE-SIGHT.

MR. N. LAZARUS, Oculist-Optician, of London and Gulgutta, may be consulted for SPECTACLES at FLETCHER & Co.'s PHARMACY, (Opposite the HONGKONG HOTEL), Business Hours: 9 a.m. to 5 P.M.

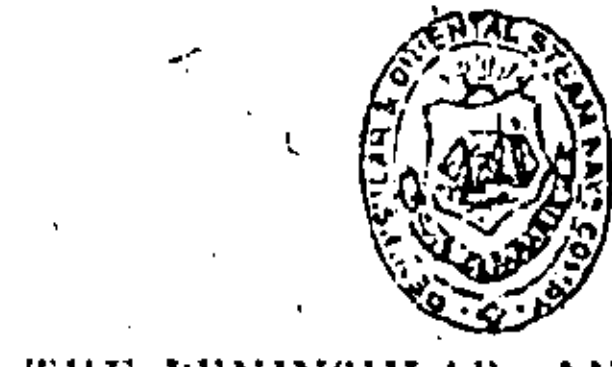
A great proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes, the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"BENGAL,"
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 23rd January, 1899. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria... 3,502 J. Panten... Feb. 14.
Tacoma... 2,553 A. Dixon... Feb. 25.
Glenage... 3,750 J. McGillivray... Mar. 21.
Olympic... 2,837 J. Truebridge... April 1.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Nonmouthshire... 2,874 W.A. Evans... Feb. 18.
Lennor... 3,677 Williamson... Mar. 11.
Columbia... 2,976 N. Moncon... April 15.
Nonmouthshire... 2,874 W.A. Evans... May 6.

* Calling at HONOLULU and Not calling SHANGHAI.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 2nd February, 1899. [4]

FOR SAN FRANCISCO.

THE "Queen Margaret."

Fraser, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd January, 1899. [153]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
D. RICKMERS	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	February, 4th	Freight.
*SAKNA	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 15th February	Freight and Passage.
SILESIA	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 10th March	Freight and Passage.
SUEVIA	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 20th March	Freight.
WITTENBERG	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 31st March	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 30th January, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th April, at Noon.

THE U. S. Mail Steamship
"CHINA,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 16th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd February, 1899. [2]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen... Wednesday 1st March.
Bayern... Wednesday 29th March.
Prinz Heinrich... Wednesday 26th April.
Preussen... Wednesday 24th May.

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHSEN" Captain H. Supper, with MALES, PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant. Bills of Lading will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than 500 and Parcels should not exceed 200 Cobs. Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 6th February, 1899. [154]

Printed and published by ETHELBERT FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.